CENTRAL INTELLIGENCE AGENCY

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COUNTRY	Poland	REPORT	
SUBJECT	1. WSK Swidnik in Swidnik 2. A-5 Plant in Warsaw 3. Utilization of Western Technical Information by Polish Aircraft Industry	DATE DISTR.	18 SEP 1957
		NO. PAGES	4
		REQUIREMENT NO.	RD
DATE OF INFO.		REFERENCES	
PLACE & DATE ACQ.			

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WSK Swidnik

1. The Transportation Equipment Factory at Swidnik (Wytwornia Sprzetu Komunikacyjnego - WSK Swidnik) is located about 8 km. southeast of Lublin. The original plant was destroyed during World War II and rebuilt in 1949-1950. Production started in 1951-1952, and as of mid-1954, when the plant employed 6,000 workers in two shifts, it was still expanding.

2. The plant site extends over an area of about 1.5 by 1 km. An airfield, which is 1,000 m. wide and 1,500 m. long, adjoins the plant on one side and belongs to the local Aeroklub. Employees of the plant are among the members of the Aeroklub.

3. As of mid-1954 the plant produced the following:[1]

   a. The rear part of the fuselage (statecznik pionowy) and the wings for the FAGOT (MIG-15). These components are made from a material called Dural (possibly duralumimum) code D-16 or D-17, which contains 3.5 percent copper. The raw materials are imported from the USSR.

   b. Fuel tanks for the FAGOT.

   c. Ejector seats for pilots (katapulta).

   d. WFM-125 motorcycles.

A-5 Works in Warsaw

4. The A-5 Works (Warszawskie Wytworcze Urzadzeni Aparatow Grzejnych) is located at No. 306 Grochowska Street, Warsaw, on the former site of the Borkowski electrical appliance plant. Its four-story building covers a site measuring about 20 x 80 meters. The plant employs almost 1,000 workers in two shifts.

5. The following approximate details concerning the layout of the plant are reported:

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC					

(Note: Washington distribution indicated by "X"; Field distribution by "#".)

a. First floor: stores for goods ready for dispatch; materials; and components.

b. Second floor: administrative and technical offices.

c. Third floor: production department, bureau for the technical testing of products; and armature winding shop.

d. Fourth floor: laboratories, library, painting and metal-plating shops.

The A-5 Works produces the following aircraft devices:

a. Electronic gyrocompasses (zyroskop).

b. An artificial horizon (stuczny horyzont), which is part of the automatic pilot.

c. Transformers (przetwornice) for electrical installations.

d. Electrical motors (prądnice).

In 1955 about 100 units of each of these parts were produced, most of which were sent to WSK Mielec. Some of the output was also sent to the Polish Air Force for spare parts, and a small percentage was reportedly sent to Czechoslovakia. The irregular supply of raw materials, especially electric wires, has caused production difficulties.

The plant also makes various electrical appliances for the civilian market. Both the technical blueprints and the production machinery are Soviet, and until 1955 there were two Soviet engineers permanently attached to the plant as advisors.

The plant's mechanical equipment is principally Polish and Soviet, but it has two testing machines, one for metal fatigue (wywazarka elektronowa) and the other for the gyrocompass and the artificial horizon. Most of the production processes, however, are done manually. 25X1

Utilization of Information by the Polish Aircraft Industry 25X1

The Warsaw Polytechnic Institute lacks both modern laboratories and technical facilities; most of its equipment dates back to World War II, and is obsolete. It was only in 1955, for example, that its aeronautical department received a YAK-23 model for study purposes.

During the past two years efforts to secure information on technical development has intensified. In 1955 a complete set of the hydraulic system of the was brought to the Polytechnic, by Lecturer Jarominek The installation had not been completely assembled as of early 1957. Jarominek also brought back literature on aircraft construction which formed the basis for research to improve local production. 25X1 25X1

The library of the Polytechnic and the Central Aviation Institute (Glowny Instytut Lotniczny) are equipped with the latest aeronautical publications for use by Polish experts. Such publications reach Poland completely through overt channels. 25X1

Further research material is provided by the technical publications of aircraft manufacturers. A number of Polytechnic students were given such publications in connection with their theses, and charged with designing instruments and installations only partially described in the literature. 25X1

A pressure pump which activates the landing gear of an aircraft was constructed on the basis of such information, and the production of a twin-engine passenger plane is envisaged. 25X1

Personalities

3. The following personalities are known:

a. Wladyslaw Fiszdon, is a lecturer on aviation at the Warsaw Polytechnic and the technical director of the Central Aviation Institute. 25X1

b. Jarominek (fnu), is a temporary lecturer at the Polytechnic, and the head of the supply department at the Central Aviation Institute. 25X1

c. Slowacki (fnu), is an electronics engineer in the main construction bureau of the A-5 Works. He is responsible for suggesting production improvements 25X1

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4. Comment: More recently the plant has also been producing Soviet-type helicopters and piston-engined reconnaissance planes of the MIL (MI) type. 25X1

The following is the legend for the sketch of the WSK Swidnik area.

A. WSK Swidnik
B. Airfield
C. Workers' quarters
D. Fields
E. Trees
1 and 2. Aeroklub hangars
3. Stores
4. Fuselage assembly shop
5. Wing and fuselage production shop
6. Tool shop
7. Building housing the fuel tank and ejector seat production shops (The buildings mentioned in Nos. 4,5,6, and 7 are two-story structures measuring approximately 60 x 150 m.)

8. Railroad gate
9. Main entrance
10. Aeroklub gate (for towing of airplanes)
11. Swidnik railroad station
12. Movie theater
13. Highway to Lublin
14. Railroad line to Lublin

----x----x----x----x = barbed wire fence 3 m. high
----o----o----o----o = concrete wall 3 m. high
⊠ Huts for KWB (Internal Security Corps) Guards.

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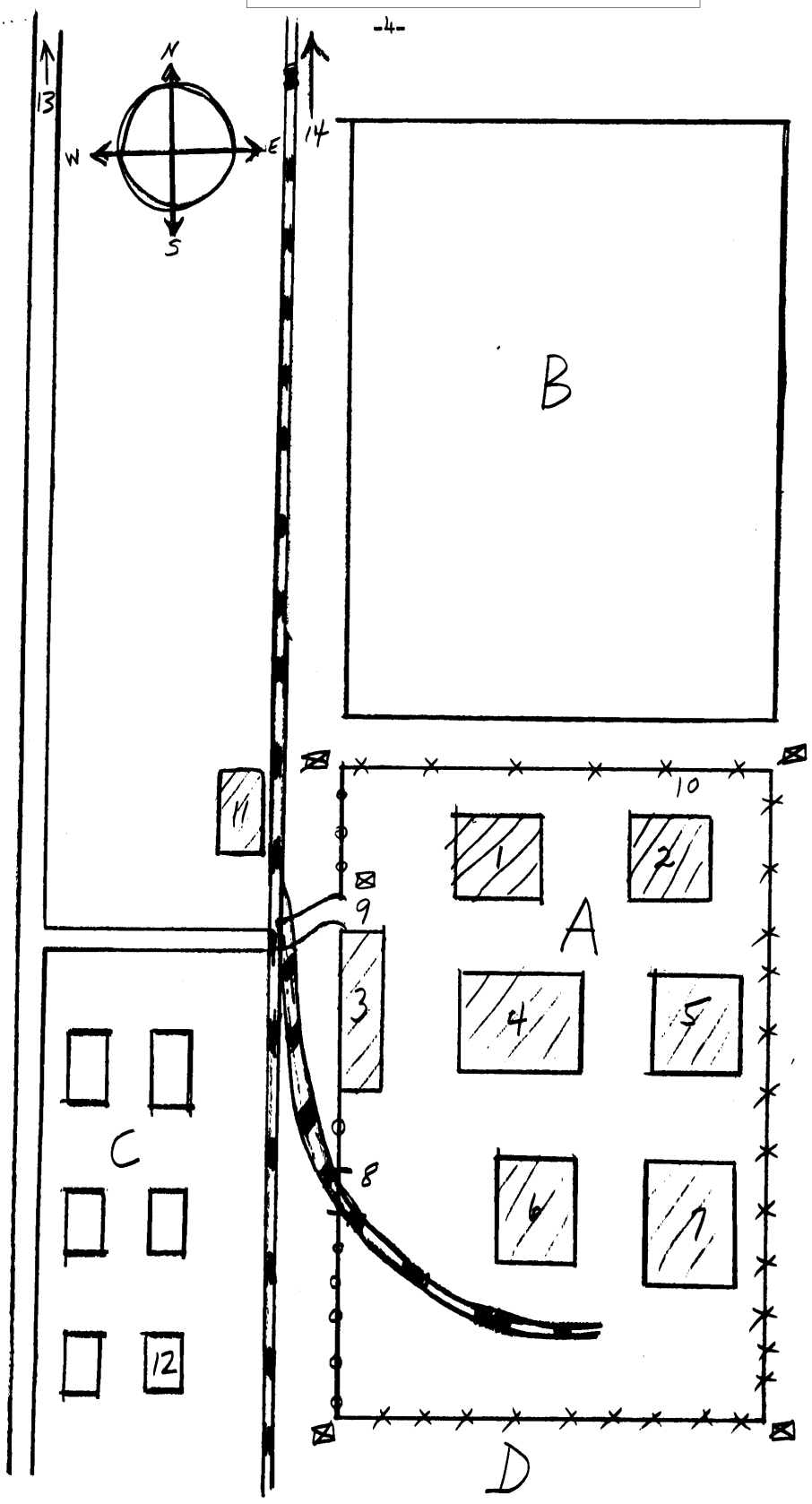

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